

**AMENDMENT TO THE CLAIMS:**

The following claim set replaces all prior versions, and listings, of claims in the application:

1. (currently amended) A method for cooling an internal combustion engine, comprising allowing a cooling liquid which comprises nonionic corrosion inhibitors to circulate in a cooling circulation in thermal contact with the internal combustion engine, ~~and at least intermittently measuring conductivity of the cooling liquid and~~ deionizing the cooling liquid when an increase of the conductivity is detected.
2. (previously presented) A method as claimed in claim 1, wherein the cooling liquid is an aqueous coolant composition which comprises from 10 to 90% by weight of a coolant concentrate based on alkylene glycols or derivatives thereof or on glycerol, the coolant concentrate containing from 0.05 to 100/0 by weight, based on the total amount of concentrate, of one or more carboxamides and/or sulfonamides, if required in addition to further nonionic components.
3. (previously presented) A method as claimed in claim 1, wherein the cooling liquid is deionized by means of at least one ion exchanger.
4. (previously presented) A method as claimed in claim 1, wherein the cooling liquid is deionized by means of a liquid deionizing agent.
5. (previously presented) A method as claimed in claim 1, wherein the cooling liquid is deionized electrochemically.
6. (currently amended) A liquid-cooled fuel-burning engine unit comprising:  
an internal combustion engine,  
at least one cooling circulation having a cooling liquid which comprises nonionic corrosion inhibitors, ~~and~~

at least one deionizing means for the cooling liquid which is arranged in said cooling circulation and being in thermal contact with at least a section of the internal combustion engine, and  
means for measuring conductivity of the cooling liquid coupled with the at least one deionizing means such that the cooling liquid is deionized when an increase of the conductivity is measured.

7. (previously presented) Fuel-burning engine as claimed in claim 6, wherein the deionizing means comprises at least one ion exchanger.
8. (previously presented) Fuel-burning engine as claimed in claim 6, wherein the deionizing means comprises a contact cell in which a liquid deionizing agent can act on the cooling liquid.
9. (previously presented) Fuel-burning engine as claimed in claim 6, wherein the deionizing means comprises at least one electrodialysis cell.
10. (original) Fuel-burning engine as claimed in claim 9, wherein the electrodialysis cell comprises an ion exchanger.
11. (previously presented) Fuel-burning engine as in claim 7, wherein the at least one ion exchanger comprises a mixed bed resin ion exchanger.
12. (previously presented) Fuel-burning engine as in claim 6, wherein the engine is constructed at least partly from magnesium or magnesium alloys.
13. (previously presented) A method as claimed in claim 1, wherein the engine is constructed at least partly from magnesium or magnesium alloys.